REMARKS

Favorable consideration and allowance of claims 13-21, 24, and 26 are respectfully requested in view of the foregoing amendments and the following remarks.

Claims 13-21 and 24-26 were objected to due to various informalities. In the Reply filed November 7, 2008, claims 13 and 26 were amended as suggested by the Examiner to address these informalities. These amendments have already been entered, as mentioned in the Advisory Action.

Claims 13-21, 24 and 26 were rejected under 35 U.S.C. § 103(a) as being unpatentable over GB 2270130 (Goebels; hereinafter "GB '130") in view of US 6,371,573 (Goebels et al.) and GB 2136521 (Goebels; hereinafter "GB '521"). Claim 25 was rejected under 35 U.S.C. § 103(a) as being unpatentable over GB '130 in view of Goebels et al. and GB '521, and further in view of US 6,264,289 (Franke et al.). Applicants respectfully traverse the rejections as set forth below.

Claims 13 and 26 are amended herein to delete the last "wherein ..." clause of each claim, add the limitation of claim 25, and add the features described in paragraphs [0045]-[0046] of the specification.

Applicants submit that the prior art does not teach or suggest all of the limitations of amended claims 13 and 26. In particular, the cited references do not disclose the following limitations of these claims:

> an acceleration sensor for detecting a lateral acceleration of the vehicle, the acceleration sensor being integrated in the controlling and regulating unit, wherein
>
> the controlling and regulating unit determines a risk of overturning the vehicle, based on the detected lateral acceleration, and
>
> a driving speed of the vehicle is reduced and the risk of overturning is eliminated by activating the only one additional solenoid control valve and individually controlling the solenoid control valves independently of a reaction of the driver to an automatic anti-lock braking of the vehicle.

As described in paragraphs [0045]-[0046] of the specification, the pressure regulator module embodiments illustrated in Figures 3 and 5 can be used in an electronically monitored rollover protection system, which can be integrated in an anti-lock braking (ABS) system. By assessing a lateral acceleration for the momentary driving speed detected from an acceleration sensor, the electronic controlling and regulating unit can detect a possible overturning risk early, for example, during cornering at an excessive speed. By activating the 3/2 solenoid control valve 76 and the individual controlling of the control valves 10 and 12 connected on the output side, independently of the driver's reaction, as a result of an automatic anti-lock braking of the corresponding vehicle, the driving speed can be reduced and a possible overturning risk can thereby be eliminated. Such a rollover protection system is particularly effective in a trailer vehicle because, first, the turnover risk itself, as a rule, originates from the trailer and, second, few additional expenditures would be required for an ABS system.

None of the cited references disclose the above-mentioned new features of the amended claims. Therefore, claims 13-21, 24, and 26 are patentable over the prior art.

In view of the foregoing, Applicants submit that the application is in condition for allowance and such action is earnestly solicited.

If there are any questions regarding this response or the application in general, a telephone call to the undersigned would be appreciated since this should expedite the prosecution of the application for all concerned.

If necessary to effect a timely response, this paper should be considered as a petition for an Extension of Time sufficient to effect a timely response, and please charge any deficiency in fees or credit any overpayments to Deposit Account No. 05-1323 (Docket # 037068.55856US).

Respectfully submitted,

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